

NEW YORK JOURNAL A D ADVERTISER.  
W. R. HEARST.  
AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.  
THE VOICE OF THE MEN WHO KNOW.

The people who think that we should scuttle incontinently out of the Philippines are of various classes—college professors, politicians, clergymen, lawyers, editors and general busybodies of the Atkinson stamp—but they all have one characteristic in common. They have never visited the Philippines. Everybody who knows anything about the islands from personal observation insists that it is out of the question for us to abandon them under the present conditions.

President Schurman, of Cornell, who went to Manila as head of the Philippine Commission, and who may be assumed to represent fairly the educated sentiment of the country, has had a chance to see things as they are, with the inevitable result. In his speech before the Aldine Association Dr. Schurman said:

Under the laws of nations the United States has unimpeachable sovereignty over the Philippine Islands. This involves responsibility for their government. Now the primary ends of government are first, peace and order; second, security of life and property; third, justice and equal rights, and, when those are assured, fourth, liberty and self-government. It is our high task to realize these ends in the Philippines.

The peoples of the Archipelago cannot to-day achieve them unaided, and our tutelage at least for some time is the one thing that can save the Filipinos from despotism and anarchy, and their islands from division among the European powers, thus destroying forever the hope of free and self-governing Filipino nationality which American protection and guardianship would inevitably tend to develop.

The ancient Egyptians worshipped cats, the Hebrews bowed down before a golden calf, the Tyrians gave their children to a red-hot brazen statue, and the Hindoos feed theirs to sacred crocodiles, but all these would have shone as models of intelligence beside our anti-expansionists. They, at least, had something tangible to worship; they could actually see the cats and the calf and the crocodiles, but the anti-expansionist worships empty words, with no relation whatever with actual facts. He shrieks for "liberty" and "independence," oblivious of the fact that liberty and independence have no meaning except in connection with the particular human beings who are to be made free and independent.

"Let our theory be carried out," exclaims the anti-expansionist, "and the suffering that may follow is none of our affair. We are not our brothers' keepers." President Schurman has become convinced, by careful study of the facts on the ground, that our tutelage "is the one thing that can save the Filipinos from despotism and anarchy, and their islands from division among the European Powers." If we should leave the Philippines to their fate we should destroy "forever the hope of a free and self-governing Filipino nationality, which American protection and guardianship would inevitably tend to develop."

But what is that to the Small American? He is not looking out for the Filipinos. It is no concern of his whether they are happy, prosperous and free, or wretched, destitute and enslaved by native adventurers or foreign invaders. All he cares about is his theory. "Self-government rather than good government" was the motto of the recent "anti-imperialist conference."

But Americans in general are practical. They are in the Philippines for the good they can do both to the Filipinos and to themselves. And the man or the party that attempts to thwart their beneficent purposes for the sake of an empty theory will have to be gathered up in a basket when the episode is over.

THE  
BOERS'  
MISTAKE.

The campaign in South Africa has been disappointing to the Boers. Of course few of the intelligent among them expected to be able to hold out against the full strength of England, but they had reasonable grounds for hoping to win some decided successes before the British reinforcements could arrive.

The Boer defeats at Glencoe seem to have been due to an attempt to accomplish with an ill-organized force of militia a military operation that requires a perfect military machine. They undertook to attack in three converging columns, which were to reach the battlefield at the same time. The divisions lost touch with each other, and two of them were beaten in detail.

This result is almost certain to happen when such a movement is attempted by any but a perfectly organized army with a scientifically trained general staff. The Prussians brought two armies together successfully on the battlefield of Sadowa, but both were in constant telegraphic communication with each other by way of Berlin until they came into touch. What a Prussian army can do is no guide to a Boer commander. Plain, hard fighting, with no strategy that depends upon accurately timed movements, is the only thing such a general can safely depend upon.

A TRUNK LINE  
TAX ON  
PROSPERITY.

The almost unlimited power of the railroads when combined is soon to be shown in a general increase in rates on eastbound grain. This raise will soon be followed by similar advances on dressed meats, packing house products and live stock.

A few months ago the Beef Trust advanced the price of meat to an outrageous figure. The Elevator Trust advanced the price of wheat and the Milling Trust advanced the price of flour. Thus the baker was forced to increase the price of bread.

It was a scramble on the part of the trusts to see which could get its hands deepest into the pockets of the prosperous people.

The railroads, the kings of all combinations, were not slow to take advantage of the general system of robbery.

Increasing freight charges on packing house and mill products will have the effect of raising the retail prices.

In this fashion the general prosperity of the country is being drained off into the pockets of men who are in no sense responsible for it.

It is an easy matter for these bloated drones, with the unlimited power of the railroads behind them, to put a tax upon the people that would make the Dingley war tax look like an humble subscription for the heathen.

A TEN TON  
GERMAN  
AIR SHIP.

Germany is building an air ship with a lifting capacity of ten tons. This inaugurates a new era in aerial navigation, and European experts are awaiting the completion of the ship with great interest.

According to Major Baden-Powell, of the English army, the ship is as "big as an armored cruiser."

The Germans are evidently going about the

matter in the proper way. Heretofore the balloons with which aeronauts have conducted their experiments have been relatively as small and unreliable as a rowboat would be in the middle of the Atlantic.

In the past century small flights have been made skyward and ridiculous tumbles have resulted earthward, but the science of aerial navigation with a machine thoroughly under control seems as undeveloped as ever.

An ocean steampship cannot be run with a pound of steam, and nobody but those with a mental obliquity ever attempt to cross the ocean in a dory. Neither can the ocean of air be successfully navigated with a silk rag and a few cubic feet of gas.

Build air ships as large as the vessels used to cross the sea and the results will be proportionately as great.

The Berlin air ship will be capable of carrying a five-ton engine. This will greatly simplify the question of control.

With the flight of the German ship a new interest will be given to aeronautics.

ENGLAND'S  
AGED  
QUEEN.

The most pathetic figure in the eyes of the world at present is that of the aged Queen of England.

Whatever may be the outcome of the war in which her empire is now engaged, she may be certain of the sympathy of the civilized world.

During the entire sixty years of her blameless reign she has ever been opposed to war. If, as an English writer has said, her ministers have been the head of the empire, she has been its heart.

Her aim has been the single one of obeying the law, custom and etiquette of her country, and her proudest prerogative has been in making woman's duty the glory of the empire. It has been the expressed desire of the Queen that her latter days might be spent in peace. She has fought to the utmost limit of her constitutional prerogative against any movement of her empire looking to war. Victoria is eighty years of age. Her descendants are on almost every throne of Europe. Her enemies in any European war would be her own relatives. She is quick to sympathize with suffering, and she regards the loss of her soldiers with feelings of personal grief.

And so she stands to-day a lonely old figure, nearing her second childhood, enveloped in the gathering clouds of a colossal war. That the sunset of her long reign could not have been bright and peaceful is a saddening thought.

COMMISSIONERS  
"DISCOVER"  
OTIS'S INCOM-  
PETENCY.

It is said that Colonel Charles Denby and Professor D. C. Wooster, President McKinley's Philippine Commissioners, are weighed down with the discovery that General Otis is a failure, and that in order to preserve the morale of the army a new military chief capable of participating in field operations is to be recommended.

The Commissioners have discovered a fact which everybody in the United States except President McKinley has known for the past eight months.

Under the listless and utterly incapable rule of Otis the insurgent forces are better armed, better provisioned and better in-

trenched to-day than when the rebellion broke out. After a year's delay absolutely nothing has been accomplished.

Otis is never seen at the front. He conducts the campaign from his desk in Manila, and there is not an officer or soldier under him who does not know that he is unfit to command.

Is the President keeping this senile old man in command for political purposes in the Presidential campaign?

If so, the Republican party is responsible for every drop of blood spilled in the Philippines since the incompetency of Otis was first pointed out.

CONDENSED EDITORIALS.

IN THE SUPREME COURT there are 33,000 cases awaiting trial, many of which have been on the calendar for several years. It will be several years more before all these cases are tried at the present rate of progression. The fault rests with the lawyers. Justice that grows gray before coming to a decision is entirely too slow for modern convenience.

THE SHADOWS OF ADMIRAL DEWEY and Rear-Admiral Schley are disappearing from the White House, and President McKinley's appetite is increasing.

THE MORMONS are proselyting in Brooklyn with undiminished energy. Perhaps it would be better to cast the mote out of our own eye before inveighing upon the beam in the eye of Utah.

SENATOR HANNA has at last made the surprising discovery that there are no trusts. Now for a green-cheese theory regarding the moon.

THE PRESENT OUTBURST of revivals, coming upon us at election time, may possibly be an inducement to red light and corner truck orators to tell the truth.

A Soldier's Opinion of the Philippines.

Editor of the New York Journal:  
I send you, clipped from the Garland News, a newspaper here, a letter from a Texan soldiering in the Philippines. Mr. McGhee is well known in this country, Dallas, and writing from the standpoint of a man who grew up in this new country, and with his experience in our new possessions, I and with his experience in our new possessions, I consider it a good letter. And I want to here affirm my belief in and support of your position upon this territorial and other political questions of the day, and trust our great party may not be committed to the position advocated by some of our leaders.

It has been well said that we have already expanded, and no set of men will ever surrender these new acquisitions to our territory. And I am convinced that if there is not enough power in the people and statesmanship in Congress to wisely govern these territories the end of our own self-government is at hand.

BRYAN T. BARRY,  
Secretary Texas Savings and Trust Co.,  
Dallas, Texas.

The following is an extract from the soldier's letter referred to above:

"These are certainly valuable islands, and should be held in spite of h—l and high water. They are fertile, the climate is not bad, and they are not unhealthy. You can raise anything on God's earth, and the mineral resources are something astounding. If peace is ever declared and things are settled, you will see a stampede to the Philippines that the Klondike didn't exceed. I like soldiering during hostilities, but as soon as the war is over I am going to get a discharge and try to make my stake here. I know the stuff is here to be had if I only have the ability to get hold of it. I think there is only one way for this country to ever become thoroughly settled here, and that is to get Americans to settle here. Let Americans get their coffee and tea fields, etc., and get to manufacturing this hard wood and developing the mineral resources, and you will see the fairest and richest country on earth. I am inclined to think there is a mistake where the garden of Eden was situated. It must have been on the island of Luzon. Fruit is to be had for the gathering—pineapples, bananas, grape fruit, guavas, limes, oranges and fifty other varieties that I don't know the names of. I cannot understand why Otis does not push the campaign. There is certainly something radically wrong. We drive the negroes for ten miles and we stop for a couple of months and exchange shots with each other."

CORPORAL M. T. MCGHEE,  
Company L, U. S. Inf., Manila.

J. P. MORGAN IN A NEW LIGHT,  
AS THE GREATEST OF SOCIALISTS

His Successes in Consolidating Railways Realize the Collectivism Theory.

EACH day brings forth in the news some further step in the rapidly progressing amalgamation of the great railway interests of the country.

In each item the name of J. P. Morgan is read. His name may not be given, but his is the great controlling mind bringing rapidly to completion the greatest of consolidations ever conceived. Last Summer it was the Boston & Albany line. Last month it was the Southern-Central Pacific deal.

Last week it was the Pullman and Wagner Company consolidation.

Today it is announced that the Norfolk & Southern Railroad, extending from Norfolk to Dayton, N. C., has passed into the control of the Norfolk, Virginia Beach & Southern Railway, owned by the Vanderbilt system.

The readjustment of railroad stock holdings is going on on an enormous scale and at a rapid rate. A financier with the very closest relations to the Morgan syndicate is the Journal's authority for the statement, borne out day by day in the railroad news, that the next few months will witness a sweeping consolidation of railway interests.

The plans of Morgan and his allies are no less than the welding together of the interests controlled by the Harriman party, the Gould party and Vanderbilt party, with minor coteries following along in season.

The control of railway policies throughout the United States is vested in the hands of the following group of millionaires and banking interests: J. P. Morgan & Co., J. S. Morgan & Co., London.

August Belmont.

The First National Bank party.

The Deutsche Bank of Berlin.

The Rothschilds.

Jacob H. Schiff (Kuhn, Loeb & Co.).

Speyer & Co.

Vanderbilt interests.

Gould interests.

Rockefeller interests.

Harriman interests.

The "Atchafalpa" party.

This serves to introduce the celebrated financier, J. Pierpont Morgan, in a new light. Hitherto he has been held in the American mind as the embodiment of capitalism and of the power of wealth, and rightly so.

In reality he is the most advanced practical SOCIALIST of his time.

Let any too sudden thinker confuse his definitions and start at once for Mr. Morgan's office at Broad and Wall streets to demand a share of his wealth, it may as well be said at once that Mr. Morgan has experienced no "change of heart," and has absolutely no views leaning to communism.

The Socialist ideal, far from an abolition of wealth, is the collective ownership and management of public interests and industry for the benefit of the whole people. That clear-headed sociologist, the late Laurence Gronlund, defined it in this way:

What Socialists aim at is gradually and peacefully to convert capital into public property. By "capital" they mean that part of all wealth which is used in production, which is necessary to produce more wealth: like raw materials, factories, machinery, etc. The wealth created by the individual citizen, they hold, ought to remain private property.

Social reformers are agreed in general that the first step toward the "nationalization" of railroads



J. P. MORGAN.

and means of industrial production is being shown by the Trusts. The consolidation of competing interests in any one branch of production is, they show, demonstrating that co-operation is feasible for private gain. The next step, therefore, is co-operation for the public weal, which means public ownership. The Trust movement, so well under way, Socialists do not resist, declaring that it will hasten the realization of their ideal.

Mr. Morgan is the able organizer of the most gigantic of all trusts, which is in actual being, although it has no organized body and hangs out no sign over a central office. It is the combination of railroads which the last two years have brought near completion. Its most significant sign among many was the entry, the other day, of William Rockefeller into the Board of Directors of the New York Central Railroad.

A mere outline of the steps in Mr. Morgan's career in relation to the railroads of the country will show what he has done.

Ever since the passage of the Inter-State Commerce Act, which destroyed the pools, a great problem has affected the railroads of the United States. Rivalry meant cutting of rates and secret discriminations in favor of certain shippers. It has meant the steady reduction of the price charged for transportation of freight, by which every manufacturer, every dealer and every purchaser of any commodity has been affected. Competition, the Socialist bete noir, has been bad for the transportation industry, and not good for the many outside of it.

Mr. Morgan's first efforts were directed toward placing the weaker railroads on a firmer financial basis. A weak road, unable, under normal conditions, to earn its interest, must normalize rates in order to make business. As a reorganizer of bankrupt railway companies he soon commanded the confidence of the investor class. His remedies were sometimes drastic, but they meant permanent solvency, as events have proved. The Reading and "Richmond Terminal" reorganizations are of the class of work which established his fame.

Meanwhile the railroads controlling business in various well-defined areas struggled to maintain stability of rates by means of so-called "gentlemen's agreements." The presidents of competing roads within a certain territory would agree on rates and bind themselves, on their honor, not to cut one another's throats. The next day after one of these solemn conferences the rate cutting would begin. It was inevitable and no remedy was in sight.

It has remained for Mr. Morgan to select the strongest railway and financial interests and weld them into a compact body of dominant stockholders, who would see to it that the lines they controlled should work together in harmony. The first deal toward this end was the adjustment of the Northern Pacific interests, accomplished in 1896. Since then the movement has spread.

As the case stands to-day the railway situation in the United States is dominated by Mr. Morgan

Next Step, Sociologists Agree Is National Ownership, Since Co-operation Is Practical.

and his friends, who control the following parties:

**New England**—The New York, New Haven & Hartford, the Boston & Albany, the Elitch, and the Boston & Maine. The Boston & Maine deal, still incomplete, will give the American road such control over the Atlantic Pacific system as will block its hitherto ruinous demoralization of trunk line freight rates.

**New York to Buffalo**—The New York Central and the West Shore, the Erie, the Delaware, Lackawanna & Western, the New York, Ontario, Western, the Central of New Jersey, the Philadelphia & Reading and the Lehigh Valley.

**West of Buffalo**—The Lake Shore & Michigan Southern, the Michigan Central, the Cleveland, Columbus, Cincinnati & St. Louis, the Chesapeake & Ohio, besides the bituminous coal roads in Ohio like the Rocking Valley, the Cincinnati, Hamilton, & Dayton, the Wheeling & Lake Erie, the Lake Erie & Western and the Cleveland, Laramie & Wheeling, which are controlled directly by Mr. Morgan and have a more important bearing on the general railway situation than the circumscribed area which they cover would imply.

**Northwest of Chicago**—The Chicago & North-western, the Chicago, Milwaukee & St. Paul, the Chicago, Burlington & Quincy, the Great Northern, the Northern Pacific and the Union Pacific, with the Oregon Short Line and the Oregon Railway and Navigation systems.

**Southwest of Chicago**—The Chicago & Alton, the Texas Pacific, the Missouri, Kansas & Texas, and the Kansas City, Pittsburg & Gulf.

**In the South**—The Southern Railway, the Norfolk & Western, the Louisville & Nashville and the Illinois Central.

Of course, Mr. Morgan's share of ownership in this enormous amount of wealth is small. But he is the leader of the leading minds in control of all these properties, and his advice is sought by the

The keystone of this huge structure is the one standing between the managements of the New York Central, the Pennsylvania and the Baltimore & Ohio, whose existence recent events have demonstrated. One was the election of A. J. Cassatt, third vice-president of the Pennsylvania Railroad Company, to succeed Frank Thompson as president. This was due largely to the acquiescence by Vanderbilt interests of 25,000 shares of Pennsylvania stock. The assurance of harmonious operation of these three dominant trunk line systems, insures stability of rates in their own territory and enables plans to be laid far ahead for dealing with the mechanical and industrial problems pressing for solution upon the brains of railway men throughout the country, for it furnishes the means by which these plans can be carried out.

A great book might be written by Mr. Morgan on the stupendous tasks of diplomacy and the financial adjustments of varied and often conflicting financial interests which he has had to accomplish in bringing about many important alliances and then weld all together. His motive is not philanthropic. Railroad deals make financing jobs for his banking house. But the greatest good for the greatest number is also in his mind while he carries out his schemes, for continuance of prosperity is as important to the railway as to the factory hand, and to the manipulator of railways most of all.

Statecraft cannot command the mental energies required of a man like Morgan, for the tangible sense of power are feeble beside those of the intangible sense of business, whom sentiment does not stimulate.

CÉCILIA BEAUX ON PARIS JURY. SHE WILL SELECT ART FOR THE FAIR.

PHILADELPHIA, Oct. 23.—Miss Cecilia Beaux has been appointed one of the jury to select pictures for the exhibit of fine arts of the United States at the World's Fair of 1900 in Paris.

She is a Philadelphian. Her first teacher was Mrs. Thomas Janvier; her second, experience in making drawings of fossils for a scientific society, William Sartain and Van der Nien taught her the elements of the art of painting.

In 1885, at the Pennsylvania Academy, she won the Mary Smith prize by the exquisite delicacy of her work in a painting entitled "The Last Days of Infancy." It had an originality which her friends advised her to cultivate independently. But she said that she wished to be certain that her originality deserved to be cultivated and went to Paris.

She studied there in the atelier of the late Robert Fleury, Bouguereau, Benjamin Constant took pains to criticize her work because it had much merit. Courtois and Dagnan Bouveret rendered the same service to her. They gave varied advice; they have different theories; but each one had something to teach in the line of her originality that might not have come to her unaided.

Eclecticism in study developed in her faculties similar to Sargent's. She has his ability to give a nervous system to a portrait. She has intimately the knowledge of coloring in simple tones that the modern painters invented since Chevreul's experiments gave scientific ideas to them.



Example of Her Work.

ROMANTIC MUSIC MIXED WITH OZONE. HEARD IN MINKOWSKY'S "SMUGGLERS OF BADAJEZ."

GIACOMO MINKOWSKY in his opera, "The Smugglers of Badajez," has composed arias for soprano, contralto, tenor, baritone and basso in phrases so romantic and yet so spirited in their movement that the audience—really a charmed audience—is only dimly conscious of the clever book and lyrics of Frederick Rankin.

The Journal told of the successful first trial at Waterbury, Conn., last Thursday night, of this new music for the comic opera stage. Upon that occasion the librettist was at a special disadvantage.

The Bostonians, while fully under the spell of their young Russian composer, tangled themselves intricately in Mr. Rankin's plot and dialogue. Last night at the Columbia Theatre in Brooklyn the dramatic part of the performance was smooth, but still it was the music that was the opera, notwithstanding that Barnabee wallowed periodically and convulsively in situations and speeches as unctuous as any in his repertory.

The Journal having already told the story of "The Smugglers of Badajez," chief interest in this enterprise still centres in Minkowsky and his music. The aspect of the audience defines their quality. Why do these farce comedies pampered

patrons of De Wolf Hopper, Frank Daniels and Thomas Q. Sadokeo catch their breathless for a quarter of an hour while Barnabee, their master, is estopped by a ballad for the contralto? It is not the remarkable beauty of Marcella von Dresser, for the women, too, are breathless. It is not the poem, for these Bostonians are song birds, who seem to feel the need of words about as much as do those that chirp under my window at sunrise. The answer is that this audience is sister to the one that listens to the Intermezzo of Mascagni.

In such moments farce comedy drops out of sight. If Mr. Rankin dared to be a Gilbert—to limit his comedians to the natural comedy inherent in their situations—the management would suffer nothing with this music, but there would be a distinct gain, for then the production would be of clear strain, not a hybrid.

Though their methods are similar, comparisons between Minkowsky and Mascagni will have no value until the Russian has found a subject worthy of the treatment of a "Cavalleria Rusticana." The similarity at present lies in the ability to compose phrases ardently romantic that are preserved in ozone instead of syrup of sugar. All the moderns

know what this means. Verdi grafted on Wagner, Beethoven on Brahms, Donizetti on Grieg. The product is apparent in Minkowsky and other light opera composers as well as in Mascagni, Leoncavallo and Puccini.

Heaven Bertram in "The Smugglers of Badajez" has a serenade to a doll and a waltz song which lend new significance to her vocal and interpretative gifts. Mr. Rushworth, the tenor; Miss von Dresser, the contralto; Mr. MacDonald, the baritone, and Mr. Dunscombe, the basso, are hardly less fortunate. Mr. Minkowsky, who is trained to be as well as a composer, grounded in that art by Dvorak, has given them the inspiration of genuine melody supported by orchestral color and volume rarely observed in works of this class.

Before the end of the overture last night it was plain that the Brooklyn audience was grateful to the Bostonians for investing in the talents of Minkowsky. Early in the first act it began expressing its gratitude with a sincerity and spontaneity that could not be mistaken. There were recalls for nearly all of the principals.

"The Smugglers of Badajez" is understood not to be due by Mr. Rankin until quite late in the season. That is a pity—but it is worth waiting for.

CURTIS DUNHAM.

gates that they are American property. But you don't state McKinley's excuse for keeping up the foreign postage and tariff duties. Well, this is the reason: If it's good for us to have free trade with Porto Rico and the Philippines now, why not before they were our country's land? And if it is good for them, why is it not good for free trade with other countries? It's the toughest nut McKinley has to crack. And it calls to mind what old Bill Dooley, Congressman from Missouri, said to me during the war with Spain:

"I don't believe in annexing any more territory," he said, "nor I'll be damned if I wouldn't be pulling it into the United States just to see the Republicans explain why. If they give us free trade with the new possessions, and they must give it—and good result, why good would result by establishing free trade with other countries."

CORNELIUS GARDINER.

Toronto, Canada.